1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

Shihr who forward their letters by caravan or special messenger. 205
Outward mails are disposed of in a similar manner. At Shibam I noticed a box inside the gate of the city in charge of one of the merchant's men in which letters were being placed for despatch to Aden by aeroplane. Runners can cover the distance from Mukalla to Du'an in 24 hours, and Mukalla to Shibam in three [481] days.

Harbours.

The only harbours for steamers are Mukalla and Shihr. Mukalla 504
promontory extends about 1¾ miles south-eastward. Ras Marbat is its south-western extremity, and Ras Kodar, eight cables eastward of Ras Marbat, is the southern extremity. Ras Mukalla, about three cables north-eastward of Ras Kodar, is the eastern extremity of the promontory.

Mukalla bay is the north-eastern part of the bight between Fuwa and Ras Marbat. About 1½ miles north-westward of Ras Marbat are two small bays, separated by a projection, extending about three cables south-westward, on which stands part of Mukalla town. The western of these two bays is the more frequented by boats. The eastern bay is seldom used owing to the swell which rolls in during the north-east monsoon. The shore bank in Mukalla bay, on which anchorage can be obtained, extends about half-a-mile offshore near the town, increasing westward to a width of nearly a mile off Fuwa. A stone jetty close to the Customs House is the usual landing place. There is no lighthouse, but a single lamp fixed on a pole in a small boat gives the only guiding light into the harbour. During the south-west monsoon dhows anchor at Bandar Burum where there is anchorage in depths of from five to seven fathoms, good holding ground, south-eastward of Burum village, but a ground swell rolls in.

Shihr roadstead is open with anchorage in depths of from 7 to 12 fathoms, sand and shells, from seven cables to one mile offshore.

Besides Mukalla, Burum, and Shihr the dhow harbours along the Hadhramaut coast are: Bandar Ruweini, about two miles northward from Ras Mukalla, has depths of from four to six fathoms, and native craft shelter here during the south-west monsoon; Hami, where there is anchorage off Hami village in depths of seven to eight fathoms about a mile offshore; Sharma bay, with a good anchorage in depths of from four to five fathoms; Al Qarn, an anchorage where small vessels can lie safely in depths of from two to four fathoms (Sharma bay and Al Qarn lie close to the town of Dis; Al Qarn is the more frequented harbour); and Ras Qus'eir, a mile southward of Qus'eir, where there is anchorage, but without shelter, in depths of from 12 to 14 fathoms.

Shipping.

There are two Lines calling frequently but not regularly. Usually 505
each calls twice a month. One is the Halal Shipping Company—Agent, Yusuf Sherif; and the other Cowasjee Dinshaw and Bros.—

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

cars and actually there are more cars in Kathīri territory than the rest of the Hadhramaut put together.

Shihr is the principal port for the Kathīri country and Tarim is almost exclusively supplied from it. Seiyun is reached indifferently from Shihr-Tarim or Mukalla-Shibam. Shibam is an important market for the Kathīris who depend on it for their daily requirements of grain, coffee, timber, salt, cotton, almonds, raisins, and ghee.

There is no landing ground in Kathīri territory.

CHAPTER XXII.

THE SHENAFIR CONFEDERATION.

The strength of the Shenafir Confederation has been variously estimated at 4,470 armed men, at 7,650 armed men and at 20,000 souls. The total number of the Shenafir and their followers, excluding Nahd and Sel'ar, is said to be 8,720 armed men. The following is a description of the tribes of the Confederation.

Āl Kathīr.

Clan.	*Section.*	*Sub-Section.*	*Places.*	*Nos.*	*'Aqil.*
Al 'Umar	—	—	As Salil Haju, Wadi Bin 'Ali, Wadi Ghanima, Wadi Ser, Wadi Farā and Dhoilam	—	—
	Āl Tālib				Sālim bin Ja'fer and Bedr bin 'Aidha.
		Āl Mar'i bin Tālib.	Jifil	220	
		Āl Ja'fer bin Tālib.	Ash Sh'ib, (Qarīū).	120	
		Āl 'Umar bin Tālib.	Bā Raf'a	35	
		Āl 'Umar bin Sa'id.	Al Wajīr	40	
		Āl Bin 'Ann	Near Al Ghurfa	20	
		Āl Bin Mahraq	Near Al Hauta	10	
	Āl Falhūm				'Āmr bin Ja'fer Balfas.
		Āl al Fās	Yarqaq near Al Ghurfa.	80	
		Āl al 'Ās	Yarqaq	15	
		Āl Faheitha	Al Hāwī	25	
		Āl Barqī	Al Hōl	20	
		Bin Kahīl	do.	10	
		Bin Tanfira	Near Al Hauta	6	
		Bin as Samīl	An Neid	15	
		Āl Wi'l	Al Hauta	17	
	Āl 'Umar bin Bedr.	Bin 'Umar bin Bedr.	Al Ghiyel	25	
		Bin Mahrī	Yarqaq	40	
		Bin Bedr bin 'Abdulla	An Neid	15	
		Bin ash Shein	do.	50	

7: Stuzler-Raemaekers T-3 (1950-51) 1953 MM2 Hadhramaut MM2

Some miles out of Aden a sultan recently killed two of his cousins because of some rivalry between them, and not more than fifteen years ago there were cases of open piracy at Balhaf. Such incidents will illustrate that it is not easy country to travel through or to subjugate, isolated as it is behind roadless mountains and plateaux. There are some 500 miles of this barren, rough country, where the people are fiercely independent and distrustful of outsiders. It was long impossible to travel right across it, and it has been done by only very few people, chiefly by the Dutch explorer Van der Meulen, who has crossed it three times.

Considering the geography it is not surprising that modern civilization, and particularly European civilization, has never penetrated the interior of this peninsula. In such outcrops of continents as this all civilization seems to come and go very slowly, and so does life itself. The Indo-European civilization, which started in the Fertile Crescent before the time of Ur of the Chaldeans, has only very slowly percolated down to this outcrop of Asia, as it did in the peninsulas of India and Malaya; once there, it remained static and almost intact for 4,000 years. When one goes to Hadhramaut now one can almost imagine living in the time of Abraham of Ur and the Chaldeans.

The Hadhramis themselves trace back their ancestry and history to Noah, from whom they descend through Sem and his grandson Ad, who is their legendary father of the giant race, and from whom in turn descends *Hathermaveth*, whose name means "Death is Present" and became "Hadhramaut." This shows that in those far-off days the Arabs of Southern Arabia were hardly less bellicose than they were until the British came to Hadhramaut in 1934, when Mr. Ingrams started negotiating cessation of wars and blood feuds.

Hadhramaut, we know then, lies 400 miles from Aden eastwards along a roadless coast, across merciless basalt mountains, quicksand, dunes and deserted beaches—400 miles of sand and rock and ragged cliffs, with only five unknown bedouin fishing hamlets en route. Going along this coast—be it by plane, dhow or, at last, since 1951 by pioneer desert trucks—one can hardly believe that any form of life is possible inside or behind these torrid treeless wastes. For behind these coastal ranges, to the north, we know it is the great desert that covers all Southern Arabia, the Empty Quarter, which has but four or five oases along the 600- or 700-mile camel route that crosses it. Neither from north nor south is there seemingly any life vein, nor from east nor west. Yet it is here that we shall find the valley of Hadhramaut.

Like the hidden valley of Petra, Hadhramaut has remained secluded throughout the centuries, but with this difference: the valley of Hadhramaut is not dead.

When one has braved the 400 miles of desolation eastward from Aden, one suddenly comes upon a great scintillating white harbour; a crescent moon wedged between an azure bay and blistering pink rocks. This is Mukalla, the beautiful white-and-blue port, the cup of its harbour filled with many little native craft and sailing dhows. Behind the town there seems nothing but endless waste tableland with one or two poor bedouin hamlets—the Jol, rising to 6,000 feet and stretching 150 miles inland. But

8. Pike N-4 (no date) 1940 MM2 Hadhramaut MM2

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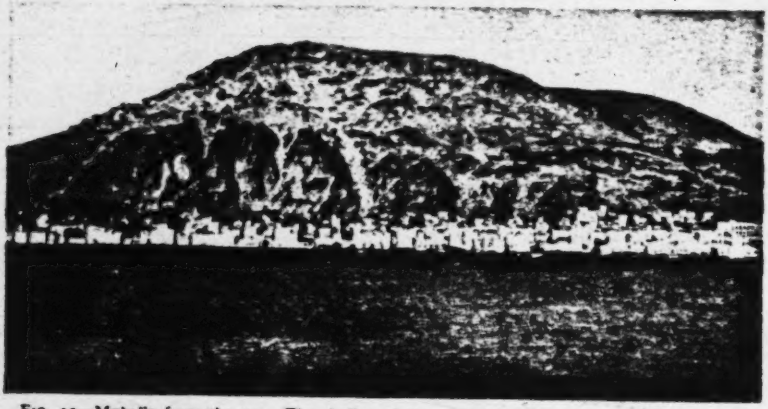

FIG. 15—Mukalla from the sea. The skyline of the second largest settlement and commercial center on the south coast of Arabia.

133 Gradients are low, not more than 1 in 500 and very probably averaging about 1 in 750.

STREAMS NEAR THE COAST

The area between the coast and the southern margin of the Hadhramaut-Maseila and Hafif basins, some 500 miles long, is drained by short, intermittent, steep-gradient mountain streams, few of which, except certain sections of the Maseila, are perennial. The best known of these is the Wadi Hajr, which enters the Gulf of Aden at Ras al Kalb, 50 miles southwest of Mukalla. Another is the Wadi Meifa, about the same distance beyond Hajr. Both of them, although they have not been traced to their sources, are reasonably reported to be fed by springs.

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FIG. 16—The harbor of Mukalla. "Main Street" follows the shore of the bay behind the first row of buildings. Mukalla builds most of the locally-owned dhows.

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

in which tribesmen will not willingly engage, and as they are so conservative it will be long before they forsake their ancient occupation (or lack of occupation) and adjust themselves to fresh possibilities.

In the Hadhramaut however if the main producing area is to be the main wadi system, there is there a population which is already largely agriculturally minded. Shibam is chiefly a commercial centre, the principal market of the interior, but outside Shibam and throughout the other towns of the wadi the atmosphere is rural and people are largely land owners or workers on the land. In addition the tribes have become settled and it is interesting to note that most of them have settled in *badu* sections. Those tribes living in the great wadi are settled, but they have relations in the barren areas who are Badawin. If it becomes possible not only to make the country more self-supporting as regards its own food supplies, but also to produce something for export, it will benefit not only the growers but also the Badawin living between the coast and the wadi, for at present they have to take their camels back to the coast unloaded, since the Hadhramaut only consumes. Recently we forwarded samples of cotton and castor oil seed, which grow practically wild in the Hadhramaut without irrigation, to the Imperial Institute for examination and the reports were most favourable. This is not to say, of course, that their cultivation can be profitably undertaken without much further investigation and some experiments, but they are two possible lines of development, and now that an Agricultural Officer is being appointed new crops for systematic cultivation may be found. Water is of course the chief need, but that also we hope to investigate and there is every indication that there should be plenty of it in the areas most fit for agricultural development.

Mukalla is the political and commercial capital of the whole country. Here the Qu'aiti Sultan lives, and it is the headquarters of the Mukalla Government, and my own headquarters as Resident Adviser to His Highness and as the officer responsible to the Governor of the Aden Protectorate for political relations with the five easternmost Sultanates of the Protectorate. Mukalla is the one place that most of the several hundreds of visitors have seen. It is the most important port on the south coast of Arabia between Aden and Muscat, but somehow does not yet seem to have left the category of places which travellers take for granted, perhaps because until my wife and I took up our abode there had never been permanent European residents. In the last few months the European residents have risen to six, and though the place looks very much the same to us as it has always done, visitors say it is changing. A ship's captain who landed a short time ago asked in the bazaar how it was that port facilities had improved and how it was that the town looked cleaner. I believe the most enduring memory of Mukalla to people who have landed has been the stupendous fly population and the smells of dried fish and other even less pleasant substances. I would not go so far as to say that the flies and the smells have disappeared, but a recently trained local sanitary inspector with a corps of sweepers and sanitary dustbins have made some difference.

The climate of Mukalla is on the whole pleasant enough, and with the gradual cleaning up of the town healthy enough. Steps are now being taken to cope with the mosquito nuisance, for last year we had a particularly bad

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

passes Gheil Ba Wazir, a well-built walled town and the headquarters of the Hamumi tobacco-growing industry. The most skilful diggers of wells and irrigation channels and tunnels come from this place and the system of water which irrigates the tobacco plantations is extremely thorough.

Shihr is an ancient town. Its present walls are not old but there has been a town on this site for at least eight hundred or nine hundred years, and the principal coastal town of the neighbourhood has been hereabouts for a great deal longer. Mukalla of course is much newer. Shihr is an important fishing centre and vast quantities of fish are brought in daily to be sun dried for up-country consumption or eaten fresh locally. Weaving, dyeing, and mat making are minor but locally important industries. About 7 miles from Shihr is Tubala which has been built on a hill over sulphurous springs. This place has won local renown for its sulphur baths and quite a number of rheumatic sufferers have visited it. Hami, farther along the coast, has an even larger number of hot springs, but the picturesque site of Tubala suggests the possibility of a Spa hotel, easily accessible by car from Shihr, and we have rather prematurely considered the positions of the Pump Room and Concert Hall in the Spa Gardens. In view of the progressive ideas of His Highness and the Seiyids in the interior, the provision of a few hotels is not an unlikely development before long, and the country will be an ideal winter resort. Shihr is the principal market for the whole of the eastern Hadhramaut, including all the Kathiri country, and its imports by sea are very considerable, although it is worse off for harbour facilities than Mukalla, as it is nothing but an open roadstead and has no jetties; but apart from the local Aden steamers even ocean-going steamers call there as well as at Mukalla.

Most of the carrying trade is in the hands of the great Hamumi tribe, which has no real villages of its own and extremely few dwelling-houses, but which owns a very large number of camels. The chief of the tribe also owns a great quantity of date palms in different parts of the Hamumi country. I have recently done a considerable amount of flying over Hamumi country which extends over about 3000 square miles and is now well known to the Royal Air Force.

When we first went up the road to Tarim in November 1936 the car road was of course not completed and some 20 miles northwards from Shihr there was a gap which had to be traversed by donkey through Ma'adi, the country of the Ba Hasan Tanbulis who had steadfastly resisted the attempts of Seiyid Bubekr and the Al Kaf family to complete it. These Ba Hasan Tanbulis are allied to the Hamumis and are nicknamed Tanbuli because they are the only people in the whole of the Protectorate who grow betel nut and pepper vine, though Ibn Batuta speaks of it at Dhufar a good deal to the east, and I expect it exists there still. There is nothing much in the countenances of the Ba Hasanis to make you think they are related to the Hamumis, for as a whole the Hamumis are fine-looking men and uncouth is a mild word to describe the general run of Ba Hasanis. Hamumis themselves have said to me that they are not human beings, and an Arab friend, when we were looking at some of the more primitive of them, said to me: "They only want tails and you would say they are monkeys." However they grow on you as I daresay monkeys do after a time, and I am now quite fond of them. When

CHAPTER II.

MAKALLA.

361 The gate to mysterious Ḥaḍramaut, so long closed to
342 foreigners, is of overwhelming beauty. Makalla stretches like a white ribbon along the margin of the blue sea, at the foot of the steep, reddish-brown rocky wall. The waves beat against the town, the white houses stand straight and strong, and many-storied. The balustrades surrounding the flat roofs are cut in filagree and are as white as lace. The minarets have here already the simple, strong, conical form characteristic of the Ḥaḍramī style. To the extreme left is the new and, behind it, the old palace of the Sultan. The new palace, cream-coloured with brick-red shutters and windows, and light-green verandas, stands on the black rocks close to the sea. The frame-work of the picture, formed by coco-nut and date-palms, mango and papaya trees, is of such a jubilant beauty in this world of rock and sea that the critical sense is lulled: the colouring makes everything, even the absence of style in the buildings, beautiful.

To the extreme right, some way out of the town, there is a third palace, belonging to the Sultan. About half way between these princely buildings is the tongue of land, on which is the old centre of the city of Makalla. There the Sultan originally lived, there stands the ancient mosque and there, on the point, the sturdy bastions of the old fort.

504 On one side of this short tongue of land is the harbour, where the graceful sailing-ships ride at anchor. Small rowing-boats and broad sambooks[1] pass to and fro to discharge passengers and merchandise on the broad stone steps, that

104 [1] A *sambook* is an Arab sailing-boat. It should be spelled *sanbūq* (سنبوق), but has nearly got citizenship in the English language, spelled as it is pronounced.

p. 14

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

lead to the roomy Customs House. The steamers anchor only a few hundred yards away. A big Dutch ship had just landed 150 Ḥaḍramīs from Java and a motor boat from the rival shipping company lay out at sea, when the "Ayamonte" dropped anchor there. The harbour master and doctor had a busy time that day, for the Dutchman wished to sail again before dusk. The doctor attended to us and took our letter from the Resident at Aden, to present it to the Vizier with our request to be permitted to land. A favourable answer came after hours of waiting, and the friendly doctor insisted on conducting us personally to the quarters where we were to stay, so as to see whether we were satisfied with them. We motored through the busily swarming bazaar street, along the sea coast, towards the Sultan's palace on the South-west of the town. We turned to the right into the garden of the old palace and, passing under palms and other fruit-trees, entered the courtyard, in the middle of which is a stone basin. The car stopped before some broad stone steps and, with a cordial gesture and a "You are welcome", the doctor invited us into the old, but well-preserved, building. Upstairs we entered a large open space, out of which led the enormous reception-room and the sleeping and living quarters. There was no question but that we should lodge royally here, and the doctor must have read on our faces our thankful surprise over such a welcome in the seaport of Ḥaḍramaut.

As evening approaches and the call to the evening prayer silences the busy noise of the town, we sit on the terrace of the doctor's big old house, close by the landing stage. Among the group of those present, drinking large cups of weak tea with much milk and sugar, which beverage is poured ready-prepared from an enormous kettle, there are two Englishmen from the motor boat of the coastal service. Our doctor, who had been a chemist in Aden, speaks quite good English as do the passport officer and a young Ḥaḍramī, who, to my great surprise, turned out to be a member of the well-known family el-ʿAṭṭās.

See page 13.

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Makalla. The tongue of land with the cemetery.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM21

286 Spinning, weaving, and dyeing are also common industries. Cotton is spun into thread by hand-spindles and then woven in hand-looms, and sometimes machine-made yarns or twists are used in the same way; the looms are of the very simplest construction. The industry is still carried on to a small extent at Aden, and somewhat more extensively at a few centres in the interior, notably at Nisāb and Markhah, which are situated in the cotton and indigo growing district of the 'Aulaqi country; here a large amount of cotton fabrics for tribal shawls and turbans is made. The stuffs, when required, are dyed with locally prepared indigo. Sauma'ah, a town in the Beida country, is famous for a special make of goat-hair carpets.

314 Charcoal burning is an industry carried on at several places in the interior, among the wooded slopes of the hilly districts. Potash is also manufactured from a product known as 'Aden balsam'; this is not found in any quantity in Aden itself, but is prepared in the 'Abdāli and Fadhli districts. The balsam is thrown into small pits about two feet wide and one deep, and wood is added; the mass is then set fire to, and as the sap exudes from the plant it mingles with the ashes; the mixture is stirred and allowed to cool; then it is dug up and sent into Aden on camels, for sale. The price is about 8 annas per maund of 28 lb., and the potash is 274 exported to Bombay for washing purposes. A primitive form of distilling is also in vogue, the natives producing a liquor from dates which have been placed in water and allowed to disintegrate. The industry is carried on at Aden (under certain restrictions) and other places.

Trade

438 Practically the whole of the trade of this region is centred in Aden—local trade as well as general. The trade of the only other • 504 notable port of this littoral, Shūghrah (and even that of Makalla in Hadhramaut), is restricted and purely local in character, and is entirely subservient to that of Aden.

439 The total value of the trade of Aden (import and export), in round numbers, for the last two years has been:

1913–14	£8,530,000
1914–15	£6,940,000.

This falls into two categories: Transhipment trade, and Inland (or local) trade. Comparative figures for the year 1914–15, were:

Transhipment	£6,682,000
Inland	£258,000.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM21

purity of the drinking water constitute efficient safeguards against many maladies common to tropical countries.

The harbour of Aden—the Bandar Tawīyah, or Aden West Bay, but more generally known as Aden Back Bay—lies between the two lofty peninsulas, very like in appearance, of Jebel Shamshan (east) and Jebel Ihsan (west); it extends eight miles from east to west and four from north to south, and is divided into two bays by a spit of land. The depth of water in the western bay is from 3 to 4 fathoms, and, across the entrance, from 4½ to 5 fathoms. There are several islands in the inner bay, notably Jezīrah Sawāyih (Slave Island), which culminates in a peak 300 ft. in altitude.

The port of Aden is a great coaling-station and place of call for vessels passing to and from the Suez Canal. Large vessels lie off Steamer Point, the western extremity of Jebel Ihsan. The Peninsular and Oriental Navigation Company's steamers call weekly at the port to receive, tranship, or land passengers and mails, and it is a port of call for a number of other important lines. There are numerous lights and lightships, the chief being the Aden Cape Light at Ras Marshag, on the east of the Ihsan peninsula, visible for 20 miles, and the Elephant's Back Light on the summit of a headland, visible also for 20 miles; the Aden Lightship, not far from Steamer Point, is visible for 10 miles, and fires a gun whenever a vessel enters the harbour at night.

Of the total population of the Aden Settlement (46,000), about 23,000 are returned as Arabs and there is a large number of Somalis. These two sections do the hard work of the port, but among the Arabs there are a few merchants of substance. Almost every nationality is also represented: Hindus, Parsees, Persians, Chinese, Abyssinians, Jews, &c. The Parsees have annexed a very considerable portion of the trade, for they act as agents and shopkeepers, and their business talent equals that of the Jews. Classified otherwise, European residents and Christians number from 2,000 to 3,000; Mohammedans, 34,000; and Jews, 3,700. The natives have an untidy makeshift air which contrasts with the personal cleanliness of an Indian population, and this arises partly from the scarcity of water, and partly from the temporary nature of their residence and outdoor life.

As far as the Settlement is concerned, there are no natural products whatever with the exception of salt. The food of the whole population, civil and military, is imported, Aden producing not even a blade of grain. Rice comes from Calcutta, Bombay, and Malabar; *jowari*, *bajri*, and maize are brought on camels from the interior; fodder and firewood come from the Lahej and Fadhli districts.

30: Gt. Britain G-5 (ca. 1918)1920 MJ1 Saudi Arabia
Hadhramaut MM2

are tapped for Aden, an aqueduct leading from them along the peninsula into the town (see p. 202). There are very large camping-grounds round the town, the place forming the terminus of many caravan routes from the Aden interior. Sheikh 'Othmān was purchased with the object of settling there the surplus population of the peninsula, but, owing to its inaccessibility and the unhealthiness due to its contaminated water-supply and want of a drainage system, it has so far failed to become a popular settlement.

3. **'Imād,** a miserable village of about 40 reed huts, marks the extreme eastern limit of Aden; it is peopled by the Salum, a small independent tribe.

4. **Perim** and **Socotra.** These two islands are attached to the settlement of Aden. *Perim* is a volcanic island in the straits of Bāb el-Mandeb, 1½ miles from the Arabian coast; it was occupied by the British in 1799, subsequently abandoned, and reoccupied in 1857 on the opening of the overland route. In 1883 a company (the Perim Coal Company) was formed, which obtained a concession on the south-western side of the island as a site for a coaling-station. The company maintains here a stock of Welsh coal varying from 5,000 to 10,000 tons, and a large number of vessels now call annually for supplies. There is a good harbour with a powerful flashing light, elevated 266 ft. and with a range of over 22 miles. The population in 1901 was about 1,200, and no one is allowed to reside on the island without the permission of the Resident. The island is bare and rocky, rather flat in appearance, and about 3 miles long by 2 wide. *Socotra* is distant about 130 miles from the nearest point of the Arabian coast, and some 500 miles from Aden. It is about 70 miles in length and 18 miles in width, and has an unbroken coast on the southern side. The interior may be described as a tableland from 700 to 1,900 ft. high (with rugged peaks rising to nearly 5,000 ft.), surrounded by a coast plain averaging from two to four miles in width; total area about 1,400 square miles; population about 12,000. Its principal products are gum and resin-producing plants and aloes; the island has been famous for the latter from the earliest times. The natives look for their chief means of support to their flocks and date-groves; melons, beans, and a little tobacco are also grown. The trade of the island is small, the chief exports being aloes and *ghi*. The capital is Tamrīda, situated on the northern shore. The island was formally placed under British protection in 1886, and the Sultan receives a stipend from the Government of 360 dollars, undertaking to enter into no arrangement with any foreign power without the sanction of the British Government. The *Kuria Muria Islands*, near the South Arabian coast, in long. 56° E., were

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
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Irrigation is almost entirely artificial; neither the rains nor the variable streams are in general adequate to this purpose, and watering of the soil is mainly carried on from wells. These may be sunk practically everywhere in the valleys. As in many other parts of Arabia, the water is drawn up in a leather hoist by animals, usually cows, attached to a cord which passes over a pulley supported on wooden struts; the water thus obtained is received in a large wooden trough whence it is spread over the land by means of little runnels.

Cattle-rearing is the principal occupation of the Bedouins. Camels and donkeys are reared for transport purposes; sheep for killing and for milk; cows only for milk and irrigation work; oxen exclusively for ploughing. Horses are very rare and are considered as animals *de luxe*. Bees are numerous, and much honey is produced. The wild animals most largely found are the rabbit, gazelle, wild goat, jerboa, hyena, hedgehog, a large species of lizard (permitted as food to Mussulmans), and the panther, wolf, and monkey (not permitted as food).

Trade and Commerce

The only ports of importance commercially are Makalla (see p. 232), Shiheir (see p. 232), and Seihūt (see p. 230), and even at these the trade carried on is purely coastal, with the near coast of Africa, the Red Sea, the Persian Gulf and the southern coast of Arabia, and above all with Aden and Muscat. Trade by caravan is carried on from these ports with the whole of the interior of the Hadhramaut and with the southern Arabian littoral as far as Yemen on the west and Oman on the east. Burūm (see p. 233) and Qusei'ir are small fishing villages.

There are no made roads; the routes follow the courses of the wādis or natural paths. Transport by wheeled vehicles is impossible everywhere; all is carried on by camels or donkeys. It is, however, relatively cheap; e. g. a camel from Shiheir or Makalla to Seyyūn costs only 5 florins in the good season; in summer, when forage is scarce, it is higher, but never above 10 florins.

The chief exports are dates, stuffs dyed with indigo, a superior quality of wheat, and honey; smaller exports are shells and fins of fish, the latter exported to India and China. Imports: wheat, butter, coco-nuts, coffee, sugar, rice, cotton and cotton stuffs, pottery, bars of iron and worked iron, sesame oil, petroleum, and tin-ware.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM2

(like a miniature Genoa) on a slope at the foot of a reddish limestone cliff, which rises to a height of about 300 feet immediately at the back of the town, and carries four conspicuous towers for the protection of the place. The town is guarded on the western side by a wall, which extends from the cliff to the shore and has only one entrance gate. The Governor's house is a large prominent square building; the other houses are chiefly huts intermingled with a few stone structures, but the houses on the point are of stone, and of a more modern and substantial character. In this quarter is the bazaar, which is well stocked with all the requirements of Arab life. There are two main mosques. The immediate neighbourhood of Makalla is particularly barren, but about one mile inland, to westward, is an oasis of gardens, belonging to the Governor, irrigated by a good stream of water. The water-supply of the town is obtained by means of an iron pipe from the source of this same stream. The climate is very trying, and the heat on shore is often excessive; but land and sea breezes, with showers of rain occasionally, mitigate it from October to April and again in June and July. The population, which is a very mixed one, was estimated by Hirsch 'at about the same as that of Shiheir', viz. 6,000; but the Aden Military Report gives 12,000.

Makalla is the only place between Aden and Muscat with any pretensions to a port. The harbour, having a fixed light elevated 25 feet at the extreme end of the promontory, is not available for anchorage during the south-west monsoons, and then a considerable portion of the trade is diverted to *Burūm*, a place about 16 miles to south-westward, where good anchorage is found all the year round. A very considerable trade is carried on with India, the Somali Coast, the Red Sea, and Muscat. The exports are chiefly gums, hides, senna, and a small quantity of coffee; the imports, cotton stuffs, metals, and crockery from Bombay, dates and dried fruits from Muscat, coffee from Aden, and sheep, aloes, and frankincense from African ports. Steam vessels call here, and steamers run to Aden; but the coasting trade is carried on mainly by native sailing craft of from 100 to 300 tons, the greater number arriving during the date season.

3. **Qatan,** or **Hautah,** a very clean and prosperous Ka'aiti town, lies among extensive palm-groves and gardens at the head of the main Hadhramaut Wādi, properly so called. It is described by Hirsch as 'a collection of fortresses and castellated houses, among which the palace of the ruling head of the Ka'aiti tribe, with its battlemented towers, stands out most conspicuously'. From here the latter controls the numerous settlements of the Wādis